"S'Matter, Pop?" * X X X X Commission of the Indian Commission Section French World w 器 gg By C. M. Payne



I THINK EACH PERSON SHOULD EAT A CERTAIN AMOUNT OF ANIMAL FOOD





It Can't Be Done!

WILL SEE THAT HE GETS HIS SHARE ANIMAL FOOD EACH DAY

(TE THE TANK)

IT WENT OVER THE

HILL RIGHT IN LINE

WITH THAT ROCK,

I CAN FIND IT

DEARIE, WHATS THIS YOU'VE BEEN BAYING ABOUT MAKING THE BOY EAT HAY AND DATS! PEALLY IAM SUR PRISED!



Men of Initiative

Modern Americans Who Have Led the March of Progress By Julius Chambers

Copyright, 1913, by The Press Publishing Co. (The New York Brening World). GEORGE WESTINGHOUSE, Wizard of Steam, Air and Electricity.

IEN George Stephenson started the first locomotive at Darlington the problem of stopping it and its imaginary train did not appear important. But as the railway developed into a grand, masterful utility, daily transporting hundreds of thousands of passengers and travelling at higher speed than originally deemed possible, necessity for placing control of the train entirely in the hands of its engineer became

The British method, maintained until recently, was to attach a "brake wan" to the rear of each train, in which a parter, seated upon a perch that gave to him overlook of the cars and track, applied a windlass on signal by whistle or at sign of danger. In America a brakeman stood upon the platform between two cars and, when the locomotive whistle signalled to him, ereaked a chain to stop the train. It was a slow process and his post was

The locomotive driver of to-day sits in his cab, absolute master of the soleden train behind him. A hand rests upon the lever that shuts off the steam, but within closer reach is a small knob, one stroke upon which will apply the Westinghouse automatic air brake-stopping a train, running at everage speed, in its own length!

Such is the miracle wrought by George Westinghouse! So has been "inventing" since boyhood. Like Edison, Westinghouse has seded many branches of mechanics and science; the triad forces with which conjures are steams electricity and air. But his supreme claim as an or must rest upon the automatic air brake.

Line most great inventions, its simplicity is amazing. An air-compresser, perated by steam from the locomotive's boiler, is connected by pipes with sized cylinder and piston under each car. A pipe, reaching to the end of the main, is constantly filled with air under high pressure, which can be instantly

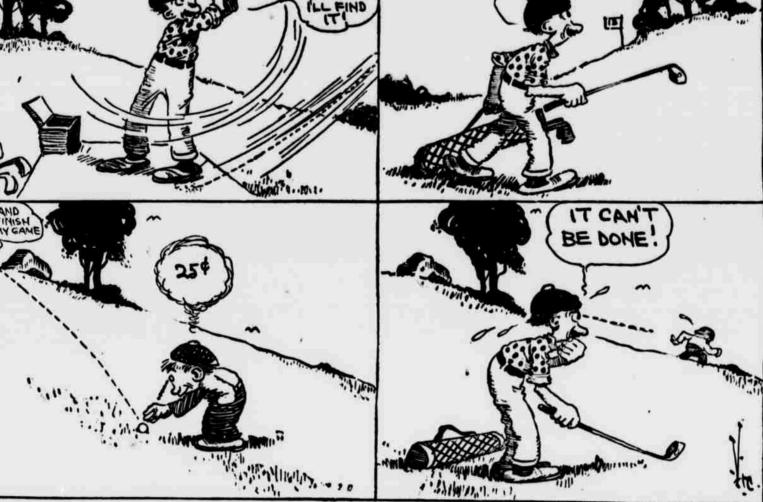
The air brake was first tried in 1869, but the rear cars of long trains were shecked as promptly as the forward ones. And several accidents, described "buckling," occurred. The rear care climbed upon the front ones. Twenty-The years of tireless experimentation and an expenditure of many thousand sollars successfully remedied this serious defect. Since 1867 every car on a train of fifty cars becomes a separate unit the instant brakes are applied by the ive driver. Recent tests on a fifty-car train showed an "interference" of loss than two seconds between the first and the last car-an interval of me too brief to cause disaster.

When the automatic brake was adopted brakemen opposed it. "Braking" their work more effectively. In 1895 Congress passed a law requiring all freight and passenger cars in the United States to be equipped with air brakes before Jan. 1, 1898. That law was enforced. The great works at Wilmerding. sen miles east of Pittsburgh, and many other shope in Europe and Canda are the outgrowth of Westinghouse success

Many thousard words would be required to deal with this American, who first saw the light amid the hills of Schoharle County, New York, in 1846. Very memorable was his contract for lighting the Columbian World's Fair at the largest electric lighting contract ever signed up to that time. It included twelve 1,000 horse-power generators, then a stupendous proposition. But at Ningara to-day are giant turbines directly connected with eight gen-

any shops in the world.

The latest Westinghouse thought is an air spring for automobiles, doing away with springs. It consists of four brass cylinders, two in front and two behind. These are said to remove all shock, and to admit the use of solid rubber instead of pneumatic tires! The brass tubes are filled with oil and rubber instead of pneumatic tires! The brass tubes are filled with oil and the households from the Hoanoke to the households from the Hoanoke to the Bio Grande in which the name of Jesse Holmes has not been pronounced or invoked. Always with a smile, and of invoked. Always with a smile, and often with a tear, is he summoned to often with a tear, is he summoned to logy of his work. But mostly Kerner child and gasolined gauntlets was be-



THIS LAST BALL

CAN'T PLAY

ECHTERN

The Fool Killer

Story of a Southern Bogy and a New York Cafe

By O. Henry ************

The part of present titles of the control of the other sections of the state of the control of t

Service, each of 8,000 horse-power and weighing 170,000 pounds! All are the course works.

Under the patronage and encouragement of this man. Nikola Tesla's polymonumental piece of foolishishness everybody.

The Westinghouse shops are sprouting-beds of genius!

At this hour there are 50,000 railway motors in operation; utilities for which the Westinghouse name is responsible are countiess. The works at this hour there are 50,000 railway motors in control to say it is an air spring for automobiles, doing any shops in the world.

The latest Westinghouse thought is an air spring for automobiles, doing away with springs. It consists of four brass cytinders, two in front and two cames which the use of solid hind. These are said to remove all shock, and to admit the use of solid properties of the contents of the control of the spring of the control of the control of the control of the properties of the control of the properties some particularly metancholy and that was her name—told us, merrily, that the brown in the because his spirits were so high and gloriously melancholy and that was her name—told us, merrily, that the brown in the branch was port on the was a caused by her spring at the door while she was a smooth of the was an one of the was an open with the performance of four branch works at the point of the control of the control of the control of the cause his spirits were so high and gloriously melancholy and. That was port on the was a caused by her name—told us, merrily, that the brown in the because his spirits were so high and gloriously melancholy and that was her name—told us, merrily, that the brown in the because his spirits were so high and gloriously melancholy and that was her name—told us, merrily, that the brown in the hour and the hour was her spot on the sum of the cause his spirits were so high and gloriously melancholy and that was her name—told us, merrily, that was her name—told us

Beauty Secrets Dy Andre Of Famous Women

THE TOILET OF MADAME DU BARRY.

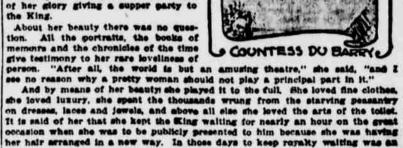
HE hundreds of candles whose light the crystal lustres of the great chan-deliers reflected in dancing points of color looked down upon a brilliant company. The guests seated around the big table were gorgeously arrayed. The men, in gay colored satin coats and knee breeches, with coatly lace at neck and wrists and powdered hair fastened behind in a peruke, were fully as ornamental as the women. Even the lackeys who served the acests were in rich liveries, some in yellow and others in crimson velvet coats with white facings.

At one end of the table, seated by an elderly man with a handsome but

At one end of the table, seated by weak face, was a woman of striking beauty. She was dressed in a gown of green satin lavishly embroidered in gold and trimmed with wreaths of artificial roses looped up with pearls, above a petitionat of satin almost covered with costly lace. Her hair, which she wore without powder, was of that rare shade known as ash blend, which gives softmess and harmony to the features, and it was arranged in a rather high and familiful colifure interwined with pearls, with a dismond star hanging over her forehead. Her eyebrows and lashes, in striking contrast, were brown; very dark brown they looked now, as their natural color had been artfully account and sparkling. Her little Greek nose was finely cut, and her mouth was a regular Cupid's bow. Such was Mms. Du Barry as she appeared in the height of her glory giving a supper party to the King.

About her beauty there was no ques-

About her beauty there was no question. All the portratts, the books of



entible Louis XV. forgave her. but, after the fashion of the day, she rouged it heavily and gave it an unnatural whiteness with chalk powder, while she drew attention to the beauty of her eyes by a patch placed artfully at one

Du Barry's teeth were dasslingly Du Barry's teeth was exceedingly white. Her dentifrice was exceedingly simple and would not be without more simple and would not be without more told that she rubbed them with sait morning and night and kept them in perfect condi-tion all her life. She was devoted to perfumes and bathed, as one chronider tells us, "after the Eastern manner," that is, in perfumed waters. Water of roses was a favorite with her. This was made especially for her of fresh roses put into distilled water in which was a drop of sulphuric acid to extract

the perfume.

After the death of the King the retired from the court and lived quietly at her chateau until the revolution when she was arrested, and, in a cowardly attempt to save her life, de-nounced all who had aided her. She was dragged shricking to the scaffold. begging for mercy.

